

2018, Issue 2

STUNT News

PRECISION AEROBATICS MODEL PILOTS' ASSOCIATION



Warbirds of the North

President's Report

Vintage Stunt Championship

VP Report

District Reports

The 19th annual 2018 FCM at AMA

Roger Wildman Memorial
Stunt Championship

Aug. 25th & 26th.

Muncie, IN.

Sat Registration 7:30 am

Pilots Meeting 8:30 am

First Flight Up 9:00 am

Events: Old Time Stunt,
Classic Stunt & Profile Stunt.

Sat Evening

Catered Banquet 7:00 pm

McCullough Room

RSVP Please.

Sun Registration 7:30 am.

Memorial Service 8:30 am

Pilots Meeting 9:00 am

First Flight Up 9:15 am

PAMPA Big., Int., Adv., Exp., Masters



NO CHARGE FOR ANYTHING, FREE, FREE, FREE, FREE, FREE

TABLE OF

Contents

- 4 President's Report
- 6 Updated By-Laws
- 9 Vice President's Report
- 10 Updated By-Laws
- 13 Vintage Stunt Championships XXX
- 19 Trustee's Contact Listings
- 20 Warbirds of the Northwest, Part 3: Painting those pesky round airplanes
- 25 District Reports (Even-Numbered Districts)

PRESIDENT'S *Report*

When the President of the United States takes over the media, he likes to talk about the first 100 days of the Presidency and what he can accomplish. Well, my first 100 days has now just ended and I am looking back at what was accomplished and what has happened. My first thing that I did was prioritize what needed to be done and take the most necessary first, next necessary thing after that and so on. The first thing that I needed to do was get a budget set. Mission accomplished.

The next thing was to get a transition going from one Stunt News Editor to the next. Mission started. One of my highest, if not my highest priority at this point, is to get SN back on track by coming out on a regular basis every two months. I am really on the guys to get their articles in on time as well as making sure Chris Rud, the new editor, is doing his best to keep up. After that was to start a By-Laws rewrite. Mission started.

I had a kitchen fire in my house while trying to rewrite the By-Laws. Not a mission I wanted by any means. For those that may not have heard, I had a kitchen fire in my house on February 12 and have been out of my house ever since. The fire itself was confined to the kitchen and specifically the vent for the cooktop.

I have a house that was built in 1968 and it had a vent that vented to the attic. I think an electrical fire started in the half century of grime and grease that probably was there. In the aftermath, the entire house had soot and water damage throughout. The only things that were turned to charcoal were in the kitchen. Basically, I lost pots and pans along with beds, a couch and a few other things due to soot. All my stuff that has memories, thankfully, has survived.

All my flying planes along with the plastic models survived. Also my roll top desk, grandfather clock and other pieces of furniture that I made survived. It was quite a shock to say the least and I wondered if I could fulfill my duties as President. I figure Dave Trible probably lost all color in his face when he first heard about the fire. If I could not continue he would then be next in line and I know he really did not want to take over. At this time I do not have any access to

my home phone and home internet. I do have internet and email at work which has been my main method of communication with the EC. I have internet at the motel but no email. Fortunately, Dave Trible has been a real trooper and has gotten my messages to the people that needed to get the messages. Instead of being President, I have often joked that I have taken over the center seat or the captain's chair which is a Star Trek reference.

If so, then Dave would be my first officer. In the Navy or Starfleet the Captain gives the orders and the first officer sees that it is carried out. This is sort of how it has been going. He has graciously been a relay station for me. I know it may not have been what he signed up for but it has worked out well. I have always said that I want to keep my first officer, oops sorry, VP in the loop which is certainly what has happened. However, neither of us counted on something to this extent.

Also, Darrel Harvin had originally had someone for an assistant ED for the NATS. This person had to bow out due to some personal issues. So Dave has graciously volunteered to be the assistant ED for this year's NATS. So his life has gotten busier. I would like to say THANK YOU to Dave for taking over this position.

In the meantime, while I work, try and get my house put back together and be an active President we, the EC, have passed a new By-Laws update. When I took over I was aware that we have gotten away from following the By-Laws. This was unintentional, but unfortunately, is just what happened. I had a copy on my computer but since this is the 21st century I can say my computer ate my homework.

Somewhere along the way the copy on my computer vanished. As it turned out it took some investigating to try and find a copy. Once found it was discovered that there were some things that we were doing incorrectly and a few things that really were out of date. I then decided it was time for an update. I came up with several points that I presented to the EC as ideas to change. Those ideas were agreed upon in principle.

At that point I formed a small committee to write the By-Law changes. The committee consisted of me, Dave Trible (VP) and Jim Hoffman, the District 10 rep. Jim showed me early on that he has a knack for being able to write documents in the proper way.

So, after some back and forth we came up with the actual written changes. Those changes were then presented to the EC in the form of 11 different points to be voted on individually. I am happy to report that all of them passed with flying colors.

So now what? Well, those 11 points are now presented to you in this issue for review per the current and proposed By-Laws. I wanted to get the changes passed along in this issue, which should come out before the NATS for you, the membership, to review. This issue should come out before the NATS so that if any member at the NATS have a question they can ask the EC at the NATS general membership meeting in person. What better way to get your questions answered than in person?

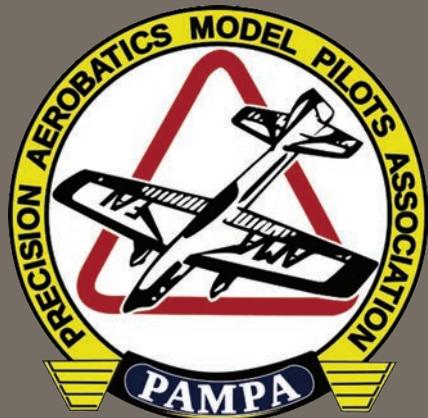
If you are unable to attend the NATS please feel free to ask your EC rep the questions you have. If he does not have the answer he knows where to get it for you. Namely by asking me or you can ask me directly. After the NATS a special ballot will be sent out to the membership to vote on the 11 proposed changes. What passes with a 2/3 majority will then be incorporated into the new version of the By-Laws. So look elsewhere in this issue for those proposed changes along with my rationale as to why we need these changes.

Now that the EC has voted on the changes it was time to move on to the next thing. In this case, the next thing was brought up by Dennis Adimissin, my predecessor. He noticed that, what was a legal profile in one part of the country may not be legal in another. There were no guidelines ever printed as to what is or is not considered a profile. He wanted to correct that and asked for the EC's help.

I agree because that is one of the reasons PAMPA was formed in the first place and now the EC is in the process of debating what should and should not be considered a profile and hopes to have something nailed down again before the general membership meeting at the NATS. I hope to have it written and posted on the PAMPA website before the NATS. That way, if anyone has any questions about the proposed rules they can come ask again in person. I will hold off the vote until after the NATS to get membership opinion. Gentlemen, we can rebuild it. Better than what it was before.

So how has my first 100 days gone? Very, very, very busy. And it is about to get busier because flying season is beginning; assuming the weather will ever break. So I will be working full time, trying to put my house together, being an active President for PAMPA and then try and find some time to fly. I need a vacation.

Matt
President



2018 | Issue 2

Stunt News is a publication of the Precision Aerobatics Model Pilots Association (PAMPA), a Special Interest Group (SIG) of the Academy of Model Aeronautics. The magazine is published bi-monthly.

We are an organization of approximately 800 members in 35 countries, whose common interest is model airplanes, specifically the kind that fly tethered on control lines, and perform STUNTS.

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COVER PHOTO:
John Wright continues to dominate the OTS circles. This year he flew the same Barnstormer that he flew at VSC 1. (Photo by Jim Hoffman).

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PAMPA BYLAWS

June 31, 2018

Article I – Name and Purpose: The name of the corporation shall be the Precision Aerobatics Model Pilots' Association, Inc. The corporation shall be abbreviated hereinafter as PAMPA. The Purpose of the corporation shall be to promote, preserve, and improve the Control Line Precision Aerobatics events.

Article II – Affiliation: PAMPA is recognized by the Academy of Model Aeronautics (AMA) as the Special Interest Group (SIG) representing Control Line Precision Aerobatics (CLPA) enthusiasts on a national and international basis.

Article III – Members: Members with voting rights shall be persons who have PAMPA dues paid for the current year. Members who fly shall be members of the Academy of Model Aeronautics or the national aero club of the country in which they have residence where such is available. The trustees may determine other memberships with or without voting privilege on an individual basis.

PAMPA membership does not provide indemnification from injury or property damage or other legal actions associated with the operation of model airplanes or any other activity

Membership is open to all regardless of sex, race, creed, national origin or color.

Article IV – Trustees: The Trustees shall be elected officers who include: President, Vice President, Secretary/Treasurer, [Membership Secretary](#), and one District Director for each of the AMA Districts. Each Trustee must be a member and shall serve for a period of two years, with no limitation on successive terms. The Trustees are an Executive Council (EC). The EC may create or amend districts in addition to the AMA districts. Districts created or amended by the EC must be approved by a two thirds favorable vote of the general membership. The terms of office of the President, Secretary/Treasurer and all District Directors from odd numbered districts shall commence on [January-April](#) first of even numbered years. The terms of office of the Vice President, [Membership Secretary](#) and all District Directors from even numbered districts shall commence on [January-April](#) first of odd numbered years. The editor of the official PAMPA newsletter, Stunt News and the Membership Secretary are appointed positions (not elected by the general membership) and thus do not have EC voting rights. They shall serve as part of the EC in an advisory capacity., ~~shall also be a Trustee for the duration of his or her service.~~

A Trustee may be removed from office by a three fourths majority vote at the general membership meeting or by a two thirds majority vote of the membership eligible to elect that Trustee position. Members who wish to remove a Trustee must present a request, bearing the names of twenty five percent of those eligible to elect that Trustee, to the Secretary/Treasurer. The Secretary/Treasurer shall then determine the validity of the request and if valid present the request to the EC. A vote for removal of the Trustee shall be determined by the EC. If the vote for removal is approved the position is vacant. There is no requirement for a signed request for removal of a Trustee at the annual membership meeting.

Article V – Newsletter: A periodic newsletter known as Stunt News shall be mailed to every active member as permitted by available funds. In no event shall any issue of the newsletter be mailed at any one time to less than all of the active members. The newsletter editor shall be appointed by [the president and approved by](#) a majority of the Trustees.

Article VI – Meetings: An annual meeting of the corporation, open to all members, shall be held during the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. A meeting of the EC shall be held prior to the annual general membership meeting. Additional meetings shall be held as determined by the Trustees. A meeting agenda shall be made available on the PAMPA web site at least 7 days prior to the EC and general membership meetings at the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. Notification of all meetings shall be provided in a timely manner to all active members by publication in Stunt News and/or other means. No quorum shall be required of business conducted at membership meetings. Minutes and results of all EC and general membership votes shall be made available by electronic or other means within [48 hours](#)[2 weeks](#) of the conclusion of the votes taken and will also be published in the next available issue of Stunt News.

Trustees unable to attend meetings may utilize proxy representation. Proxy is subject to the following restraints:

- Proxy must be a member.
- Proxy must be a resident of the district if representing a District Director.
- Proxy must be the designee, in writing, of the Trustee or District Director.
- Proxy may act only per the written instructions of the appointing Trustee or District Director.
- Proxy may not lead meetings.

Article VII – Official Business: The EC shall determine all regular PAMPA business. Results of EC votes taken require a simple majority for passage. Votes taken at the general membership meeting require a simple majority of members present for passage unless otherwise

stated in the bylaws. The EC must follow the direction as stated by the general membership. All votes taken at the membership meeting are binding.

The method of taking a vote shall be determined by the EC.

Article VIII – Duties of the Executive Council: The **EC** is responsible for establishing policy and objectives of the corporation.

The **President** shall preside at all EC meetings and PAMPA General Membership Meetings and shall execute the policies established by the Trustees. He shall appoint committee members and chairmen as he deems appropriate. Committee Chairmen appointed by the President shall serve until removed by the President.

The **Vice President** shall perform the duties of the President in his absence. The Vice President shall assist the President in executing the policies established by the Trustees.

In the absence of the President and Vice President, the chairmanship of all PAMPA Meetings falls successively to the Secretary/Treasurer, then the Membership Secretary, then the Stunt News Editor, and then to the District Directors in order of largest to smallest membership.

The **Secretary/Treasurer** or designee shall keep a correct and accurate record of the proceedings of all meetings of the EC as well as the membership meetings. Such records shall be available to any member at reasonable times, and expenses may be charged. —**The Secretary/Treasurer shall keep a current membership roll. The PAMPA membership roll shall be provided to the editor of Stunt News.**— The Secretary/Treasurer shall receive, disburse and account for all funds of the corporation and be responsible for all tax filings. —A financial statement shall be published annually and a statement of receipts and disbursements shall be published at least twice annually in the newsletter. The Secretary/Treasurer may hire accountants in this work with the advice of the President.

The **Membership Secretary** shall be responsible to foster increases in membership in PAMPA. The **Membership Secretary** shall also be responsible for maintaining the membership list and keeping it current. This includes all associated administrative activities including receiving membership renewals and all outward communication to members regarding membership status including acknowledgments. **The PAMPA membership roll shall be provided to the editor of Stunt News.**

The **District Directors** shall be responsible to provide counsel to the President, advice as to the opinions of constituent members, and carry out such responsibilities as may be assigned to them by the President. The District Directors are encouraged to inform members of scheduled meetings and their results.

The **Executive Council** shall serve as a PAMPA Rules Committee, with a chairman to be appointed by the President. The Executive Council shall serve as an advisory board to the Academy of Model Aeronautics if so asked.

Article IX – Nominations and Elections: Candidates for each vacant Trustee position to become open during the following year shall be nominated at the annual meeting. One nomination each for President, Vice President, **and Secretary//Treasurer, and Membership Secretary** may be made by any member. Nominations for each District Director may be made only by members of that district. Only one nomination for District Director may be made by a member of that district. Directors may self nominate. Members need not be present to accept nomination, but must accept nomination in writing, by telephone, or other means at the General Membership Meeting. Preliminary voting will be taken at the meeting to allow for no more **that than** two candidates for each position in the general election.

Ballots listing the nominees shall be distributed to all members. Write-in votes are allowed and space for such will be provided. Ballots shall be sent out on a date fixed by the President and returned to the Secretary/Treasurer. —The President shall set a closing date for receiving the votes. The final tabulation of the votes must be completed no later **that than** fifteen days after the closing date of the election with Article VI.

A nominee must receive a simple majority to be elected, and in the case of a tie the EC shall hold a secondary election to determine the outcome.

Vacancies in office shall be filled only for the balance of the unexpired term by appointment to be made by the President with the advice and consent of a majority of the Trustees, which may be secured by electronic or other means. District Director Trustees **must** reside in their respective district, and only members who reside in that district shall be entitled to vote thereon.

Article X – Fiscal Year: The fiscal year of the corporation shall be from **January April 1 through March December 31, inclusive.**

Article XI – Dues: Dues shall be fixed by the Trustees, **and may only be changed by vote of a simple majority of the membership.**

Article XII – Amendments to Bylaws: Any active member may submit a proposal for amendment to the Bylaws. Upon such submission to a Trustee, the Executive Council shall determine after thirty days and before ninety days if the proposed amendment shall be presented to the membership. The individual vote of each member of the Executive Council and the proposed amendment, if passed, shall be reported to the membership by electronic and/or other means, and in the next available issue of Stunt News. The individual vote of each member of the EC and the amendment, if passed, shall be reported by electronic and other means, and in the next available issue of the newsletter. If the amendment is passed by the EC the President shall call for a vote of the membership not sooner than thirty days nor later than ninety days after publication in Stunt News. A two thirds favorable majority vote of those members responding is required for adoption of the proposed amendment.

By-laws, Continued from previous page

Article XIII – Indemnification: Every person who is, will be or has been a Trustee or Officer of the Corporation and his personal representatives shall be indemnified by the Corporation against all costs and expenses reasonable incurred by or imposed upon him in connection with or arising in whole or in part from any action, suit or proceeding to which he may be made a party by reason of his being a past, present or prospective Trustee or officer of the Corporation or any subsidiary, affiliate, committee or other subpart thereof, except in relation to such matters as he shall be finally adjudicated in such action, suit or proceeding to have acted in bad faith, and to have been liable by reason of willful misconduct in the performance of duty on behalf of the corporation. Costs and expenses as used herein shall include, but not be limited to, attorney's fees, expert witness fees and other attendant expenses of litigation or arbitration, damages awarded or amounts paid in settlement.

HELP WANTED

PAMPA HAS OPEN POSITIONS:

Event Director for 2019 NATS. Experience in running a contest is preferred but not necessary. Good organizational skills very helpful.

Office of the Secretary. Mike Strand would like to step down. So he is needing someone to replace him. Business degree a plus but not necessary. Must be good with banking and numbers however.

Historian. Wynn Paul has been doing this duty for quite some time. He is unfortunately wanting to step down and pass it on to the next person. A history buff is a plus but again not necessary. A good general knowledge about CL Aerobatics history is again helpful

*If you or anyone
you know is
interested in these
positions, please
contact Matt or let
any of the
EC members know.*

VICE PRESIDENT'S

Report

Dave Trible

As I write this, Spring is finally breaking here in Kansas (OZ) and I got my first flights with a piped ship in yesterday. Boy the arm gets sore fast when you have been idle for a while!

I am hoping to be able to get out at least twice a week for a few weeks and then increase my outings to full blown practice schedule by Memorial Day. Old buddy Doc Holiday and I enjoyed the warm sun, a few flights and plenty of BS even though it was a bit breezy.

I am thinking at the time of this writing, you will receive this a little ahead of this years' Nats. On that front, Darrell Harvin and myself have been putting in some time making calls and making plans for this running of the crown jewel of controlline in Muncie. Offers of help from many have been gratefully accepted.

The Executive Counsel has been pretty busy with a slate of project-votes to work on. Several of these items will come to final fruition at our Nats meeting. This has been designed with the hope we have a HUGE member turnout at this meeting where we want to answer any questions and hear your opinions about what we are enacting. There will be a more formal roll-out before the Nats meeting, but here are the highlights.

1. The Bylaws have been updated. It had been so long since they were really looked at that we had trouble locating a copy of them! Some of the changes weren't more than cleaning up clerical errors, but there are a few changes that the board spent long email chains discussing and tweaking. The more serious ones needing to be adjusted to incorporate things that were already being done in new ways and to align with necessary cost and manpower cutting to stay healthy and viable.
2. For the first time creating a PAMPA certified standard definition of what "Profile" means,

as in Profile Stunt since it's not been universal across the country and what might be 'legal' to enter at one contest might not fly elsewhere. While that may sound simple, the range of opinions among the board varied. What is being presented will be something of a compromise.

We are still looking for a few brave souls to join us in filling some key positions within Pampa. One of those is to fill some big shoes; those of Wynn Paul. He is and has been the historian, not only of PAMPA, but really STUNT since...way back. Wynn wants now to pass this honor and responsibility to a new caretaker/curator/recorder/researcher. We need someone looking to put their time into something worthwhile to everyone in the sport now and in the future. Not easy, but totally fulfilling for the right person. Please reach out if you are interested.

With that, I'll close for this time. I hope to see many of you out on the contest circuit soon and also a large crowd at our Nats Pampa meeting. Until then, burn fuel!

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UPDATED

By-laws

By Matt Neumann

I have to admit, over the past few years the EC has gotten away from looking at the B-Laws for guidance. This is not pointing fingers at anyone in particular, it is just a matter of fact. I did have a copy of the By-Laws on my computer at one time, but to paraphrase an old saying, my computer ate my homework. Somehow they disappeared from my computer.

As president, I want to return to using the By-Laws as guidance. As a sort of humorous side note, the EC actually had a little trouble trying to find the most current copy of the By-Laws. We eventually did find a copy and when we read them we went, UH, OH. It was found that the way the By-Laws were written some of the changes that we had made in the past few years made for some interesting problems if we tried to go by the current By-Laws as they are written.

So, what to do? Well, I decided it probably was better to try and amend the By-Laws to coincide with the changes that we made with procedures than to try and undo the changes in procedures that were done over the past few years. The changes, I believe, are good ones and should have been done coinciding with changes in the By-Laws. So I am trying to set out and correct this.

How I started was to make a list of the things that I thought we needed to change and then presented these changes to the EC to see if anyone objected or had any better ideas. We talked about this via an email conference. I then got with Dave Trible, the VP and Jim Hoffman who has a knack of being able to write the proposed changes in the proper way and hammered out the actual corrections that we wanted to make. They were then presented to the EC for final approval which was given and here we are.

I will now try and take you through the proposed changes and the reasoning as to why we, the EC, would like to change the By-Laws to make it easier for us to do business.

The first thing we noticed when we were trying to find the By-Laws was that they were not dated. So, for a while we were not completely sure if we had the latest version. This version will have the date under the header so we will not only know when they were last updated, but also to make it easier for future EC members to know if they have the latest version.

We also noticed that there were numerous misspellings and punctuation errors. It was decided to fix those so the By-Laws look professional. The errors are scattered throughout the By-Laws so I won't go into any specifics.

Articles one and two have no changes. Easy enough.

Article three we would like to add an indemnification clause. This is a clause stating that PAMPA is not responsible for property or personal injuries resulting from model airplane activity. In this day and age, it is a good idea with all the lawsuits going around to state that PAMPA in no way provides insurance for any accidents resulting from model airplane activity.

Article four has several changes. It states that there was a membership secretary, but somewhere along the way the position was either vacated and never filled or just dropped. I do not know which. However, the EC would like to bring it back but as an appointed position like the SN editor. As such, the membership secretary and SN editor would be part of the EC in an advisory role only. Which means they would not have any voting rights since they are not representing any part of the membership. However, they should be able to give input on decisions especially in their areas of expertise.

Another change that was made was to make the terms of elected officials start on April 1st instead of January 1st. This was to coincide with the new dues schedule that was adopted by the EC. This should make it easier when it comes time to send out dues renewals. PAMPA can then send out dues renewals and elections all in one mailing saving time and

Continued on next page

Continued from page 13

money. If we don't do this then we would have to send out one mailing somewhere in October for elections and another for dues just a few short months later. Not very economical or efficient. I do like the idea of dues being collected around March rather than December. It is past the end of the year holiday rush making it easier for our secretaries and, hopefully, for our members to send and collect dues. Dues schedule was never part of the By-Laws so moving the date did not violate them. We did discover later on that it did cause problems with elections for the reason mentioned earlier.

Article five's wording was changed so the President appoints the SN editor with the approval of the EC instead of the EC coming up with a candidate. This aligns the appointment process of the editor with the same procedures as all other appointments. It just makes sense to be consistent throughout. The EC can and is still encouraged to help come up with candidates just like any other position that is vacated.

Articles six we would like to change the time after a meeting to post the results electronically from 48 hours to 14 days. Let's face it. We have a meeting at the NATS typically on Wednesday night. The day after on Thursday we are still qualifying and 48 hours later we are having top 20 day. We are kind of busy at that time. Two weeks would be better because that gives EC members time to get home and catch up on life's duties from being away for several days before having to post the results of the meeting.

Article seven is untouched.

Article eight clarifies the role and duties of the "new" membership secretary.

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44240, 330-678-9319, whubin@kent.edu.

Article nine deletes the reference to the Membership Secretary since the Membership Secretary is now appointed and not elected.

Article ten changes the fiscal year from January 1st – December 31st to April 1st -March 31st. This is to align dues, elected official terms and fiscal year. It just makes sense to do so for consistency sake.

Article eleven deletes the requirement for the general membership to vote on and pass any dues change proposals. This was proposed for several reasons. First of which, in recent memory it was just the way things were done. Not saying it was right according to the current By-Laws it was just the way it was done. Now if we stick to the letter of the "law" we would need to again send out a mailing of the proposed dues schedule ballots in advance around October so we can get the votes back in time to count and see if what we proposed passed before we send out the new dues schedule a few months later.

This process would have to start around 6 months ahead of the new schedule. Again, this is really impractical. Both in a logistical standpoint as well as a financial standpoint. With that much time between sending out the ballots and implementation things may change. It would be better to wait until it is closer to the start of the new fiscal year to figure out what the new schedule would be than to do it so far in advance. The EC will try and keep the dues as low as possible. Let's face it. We need to keep the dues down so we can keep as many members as possible. So keeping dues as low as possible is a must for us.

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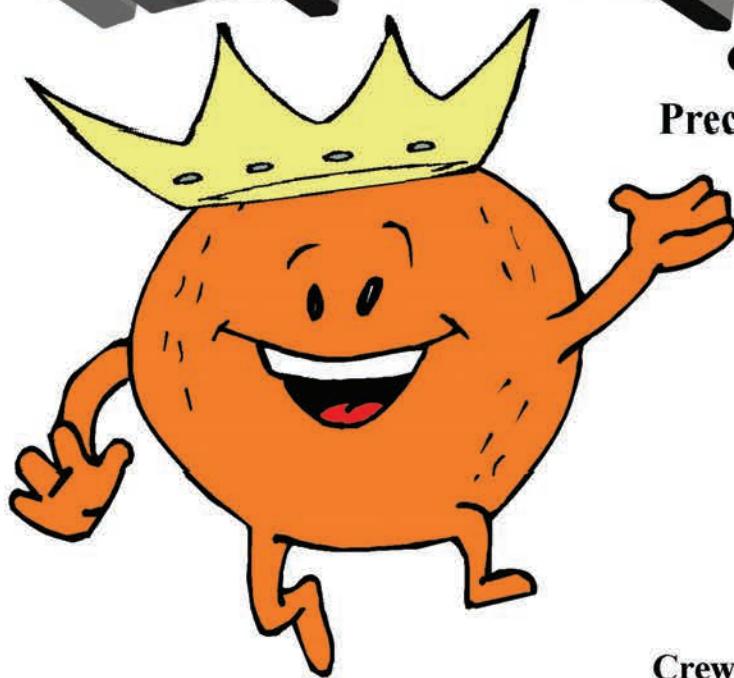
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*Field open AM on Friday Sept. 14, 2018 for practice
& field set-up

*Saturday Sept. 15, 2018 Pilots meeting @ 9:30 AM
1st. Flight 10 AM

Basic, OTS, Nostalgia 30 & Profile.

*Sunday Sept. 16, 2018 Pilots meeting @ 8:30 AM
1st flight 9:00 AM

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1st. \$20.00, each additional event \$5.00 each.
Basic entry fee \$5.00

For additional information contact:

CD: Gene Martine @ 904-786-8650 or
gmflying@bellsouth.net

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Vintage Stunt CHAMPIONSHIPS XXX

By Jim Hoffman and Steve Holt

In the spring of 1989, a group of control line flyers gathered in Los Angeles for a contest organized by Mike Keville. Mike's idea was for an event where the modelers flew designs from the past. Old Time Stunt (OTS) was for models designed prior to the end of 1952 and Classic Stunt was for models designed prior to the end of 1969. Mike called the event the Vintage Stunt Championship (VSC). At the time, Mike worried that the concept was so radical that no one would show up to compete. They showed up and have continued to show up ever since. The 30th annual VSC was held in Tucson, AZ., March 13 through March 17, 2018. Many of this year's contestants also flew in the original event.

If there was a single story from VSC XXX, it was the performance of Joe Gilbert and his Ringmaster. Joe, ably assisted by his wife Colleen, won both OTS and Classic with his Brodak 25 powered Ringmaster S-1. Oddly enough, the only event that he entered that Joe did not win was the Ringmaster event. He finished second in this event behind an outstanding flight by Jim Hoffman. Joe is a member of Team USA for the F2B stunt event in France this summer. Good luck Joe.

This year we made some format changes to adjust for the expected number of entries in each event based on the past few years' attendance. An informal poll taken last year indicated folks wished to maintain VSC

I think it is noteworthy that many were flying models of their own design from the era.

as a five-day contest. Our goal was three-fold. 1) To get in as much flying as possible, 2) to make best use of the traditional local weather patterns of calm in the mornings and less good air in the afternoon and 3) to ensure all events allowed the contestants at least one throw away flight in all events.

Historically OTS did not have a throw away flight. You had two official flights and the scores added for your final score. If you had a less than great flight on either of your two officials, you were not going to place well. Over the 5 day period, the first two days were devoted to OTS, day three for Ringmasters and Ignition, and the final 2 days for Classic and Super 70's stunt. On each day of OTS and Classic/Super 70's each pilot flew twice, one flight for each set of judges.

The total score was the sum of the best flight before each set of judges. For Ringmaster and Ignition, the pilots flew two flights before the same set of judges with only the high score used to determine placing. The new format also allowed an individual to enter both Classic and Super 70's. These events are run concurrently, but the rules don't permit any single design to fly in both events. Quite a few people entered and flew both events.

I think it is noteworthy that many were flying models of their own design from the era. Those people were Tom Dixon, Jim Lynch, Bob McDonald, and Frank McMillan in Super 70's. Bob Whitley's Classic Hawker Hunter (Bob is both the designer and builder) was flown by Gary Gingrich and Chris McMillin. Denis Cousineau had entered his own design Eureka II in Classic but lost the model before the event started.

Old Time Stunt was flown on Tuesday and Wednesday with the pilot's getting two flights per day. There were a total of 25 entries who made official flights. The event was won by Joe Gilbert flying his trusty

Continued on page 15



(Top) This flawless Stunt Rocket was displayed by Tucson's own Warren Tiahrt. Warren flew it in OTS at VSC some years ago, but this year served as a judge. (Bottom Left) Business end of Bob Parker's Fireball. Notice the Ohlson 23, M&M balloon wheels and original Rite-Pitch wooden propeller. (Bottom) Judges Warren Tiahrt and Mark Gerber concentrate on an OTS flight. All photos by Jim Hoffman unless noted.



Ringmaster S-1 powered by a Brodak 25. Joe had the highest single flight score of the event at 326. Second place was Tucson's own Lou Wolgast, flying a beautiful Humongous dedicated to the late Roy Trantham. Lou's plane was powered by a Double Star 60 with Trantham modifications. Third place went to California's John Wright, flying the same Barnstormer he flew at VSC 130 years ago. It was powered by a Series 21 McCoy 40.

The Ringmaster event was held on Thursday on one of the grass circles. There were originally 19 entries but a variety of issues reduced the number of flyers putting in official flights to 12. Competition was very close with Jim Hoffman finishing on top followed by Joe Gilbert in 2nd and Gaylord Elling in 3rd. The pilot's choice award went to Tom Dixon with his very nice green Ringmaster. Trophies for the Ringmaster event were again provided by Dee Rice and Louis Sullivan from the Brotherhood of the Ring. Thanks again guys.

Concurrent with the Ringmaster event, OTS Ignition was flown. This year 5 hardy souls faced the challenge to get the "sparkers" to run well enough to complete the pattern. Frank McMillan was very successful winning the event with his Orwick powered Madman with a high score of 308. Right behind was Jim Lee with his Atwood powered Go-Devil and Glen Allison finished in 3rd with his Anderson Spitfire powered Wildman 60.

When OTS, Ringmaster and Ignition events are done, we conduct the very informal Exhibition Event. Here we try to bolster and support the original spirit of VSC and simply invite folks to show us something cool from control line of yesteryear. No entry fee and no rules. We ask folks to bring something neat from their collections and share with the group. If you can fly it, great; static displays are also welcome. Every year we get a few really unique and/or beautiful models. This year, we awarded the Spirit of VSC award to Al Hieger for his large gaggle of 6 different Ringmaster variants. Al's models all sported the same paint and color scheme and were very reminiscent of the era.

Sadly, Al's models were directly in the path of the dust devil that blew through the pits ripping down a couple of canopies and damaging several of the models on display as part of the Exhibition Event. All of Al's models were damaged and at least one totally destroyed. An honorable mention was also made to past Exhibition Event winner Bob Parker. Bob

displayed an incredibly period accurate model of the Fireball which included a first edition Ohlson and Rice 23, authentic M&M balloon wheels, original Rite-Pitch wooden propeller, and cloth hinges made of Crinoline material.

Classic and Super 70's events were flown together on Friday and Saturday. Although they were flown together in front of the same judges, the results were tabulated separately. The combined entry was about 52 at the time of entry cut off. There were 36 who made official flights in Classic and 8 in Super 70's. Joe Gilbert won Classic with his Ringmaster. In second place was Lou Wolgast flying his beautiful Double Star 60 powered version of Jerry Phelps Patriot. Bob Whitely finished 3rd with his Double Star 40 powered Chizler. Jim Hoffman finished 4th with his ST-60 powered USA-1 and Gaylord Elling placed 5th with his PA 61 powered Gypsy.

In Super 70s, Bob McDonald overcame a long run of 2nd place finishes by winning the event. Bob flew his own design PA40 powered Aquila. Frank McMillan was 2nd with his Martin-Baker MB-5 powered by a PA65 and Jim Lynch was 3rd with his Volunteer which he designed in 1972. Jim used an LA46 for power. First time VSC attendees Denis and Vivian Cousineau came all the way from Burnaby, British Columbia, Canada. They brought with them a model Denis had built as a teenager named Eureka II. Not a reproduction of the model, but the original model!

They arrived early enough to do some practice flying and enjoy a bit of Tucson following their pretty long journey. Unfortunately, during a practice flight a few days before the contest, the model crashed due to an engine failure at a most inopportune point in the stunt pattern. Denis and Vivian made the best of the situation and stayed for all the VSC activities. Vivian took a lot of VSC and sunset photos; many of which should accompany this article. Hopefully they can return in 2019.

This year, Randy Powell attended with his brand-new E-powered Mirage III. Randy posted lots of photos this past year on social media (Facebook) as he built and finished this complex I-beam model. I suspect integrating the E-power system was difficult. It was very nice to see the finished result. The model was first rate and nicer than one might glean from the online photos. Randy won the annual award for Best I beamer.

Continued from page 15

Jim Lynch of Memphis, Tennessee made his first trip to VSC this year. Jim was accompanied by VSC veteran Charlie Reeves; both of whom enjoyed themselves thoroughly. Jim brought along and flew two very noteworthy models. He flew his beautiful Humbler in Classic and was awarded the pilot choice Concours d'Elegance for this beautiful model. We took notice of his beautiful Super 70's model also. Jim built his own

Volunteer design for Super 70s. Jim had built five others in the day and this was the 6th Volunteer to emerge from his shop. Jim had designed the model to be simple in construction permitting the builder to get all that was needed in the local hobby shop. His 2018 model was built to honor his wife's father, Joseph Morris

Baker, who was killed in action during WWII, April 15, 1945 in the Philippines. There is a good-sized photo of Joseph on the wing of Jim's Volunteer. Jim told me his wife never met her father because she was born while her father was at war. I thought that was a nice tribute to his father in-law. The model was powered by an LA 46 and spans 53". Did I mention it came in third in the pilot's choice appearance voting?

One of the most unique models seen was a beautiful 1/2 A profile scale twin built by Charlie Reeves. His model depicted a very unusually configured airplane called the Stokely & Starkley "Unicorn" Fighter, Great Britain, 1939. The model featured a very complex, yet smooth, mechanical linkage system using 5 bellcranks needed to actuate the controls. The push-me-pull-you power train required care to start while keeping all fingers out of the propellers. Charlie's documentation package consisted of a nice piece of artwork depicting the aircraft in flight and a brief narrative of its history. Although not a truly vintage model, he did fly it along with the Exhibition Event models.

VSC would not be VSC without a few post flying social events. I cannot heap enough praise and gratitude for the folks who step forward and make these events happen. Rickii Pyatt and Mack Davis opened their home to all for an evening of food and conversation on Wednesday night. Sadly, Rickii and Mack could not attend because Mack had a health emergency a few days prior that put him into the hospital for several days. Despite appeals from many, Rickii refused to cancel and the festivities proceeded. Barbara Trostle and Diane Peterson stood in as hosts for the party which appeared to come off without a hitch.

Joel and Diane Chesler of Hacienda Heights, Calif. have

been feeding us lunch at some of the local contests in the LA area (Whittier Narrows) for a few years. This year they expanded their generosity to include feeding us at VSC. They pulled their cute Airstream trailer to Tucson and on Friday provided a huge and FREE luncheon to all who were on site. The food was yummy, timely and plentiful. Marilee McMillan and Paulette Lindt pitched in with the food prep at the site and helped with the serving. Thank you again for your hospitality and generosity.

The evening before Classic and Super 70's competition, we gather at the Hotel Tucson courtyard at 4PM and do the appearance judging ritual. All the models are set out on the lawn and a team of skilled modelers review the fleet and place them in rows based on beauty and workmanship. It is quite a scene to behold the spectacular result of the tens of thousands of hours of craftsmanship necessary to create this group of models. The pilots use this opportunity to fill out their ballots for the pilot's choice award.

The appearance judging this year was done by stunt veteran and skilled builder and finisher Pete Peterson and two RC pylon experts, Jim Allen and Roy Andrassy. Following the appearance judging, we hold a raffle. This year we were fortunate to get many donations from our modeling suppliers as well as from many individuals. The list of donors should appear in this article. Thank you all for your generous donations. The raffle generally keeps VSC out of the red financially.

VSC has attracted folks from all over the world. This year we had competitors from western Canada. First time attendees Denis and Vivian Cousineau came all the way from Burnaby, British Columbia. Veteran VSC contestant Gordon and Carol Van Tighem of Yellowknife in the Northwest Territories also joined us for at least their third visit.

This being the 30th anniversary of VSC we took the opportunity to take a group photo. A nice group photo was taken in 1989 at VSC 1 at Whittier Narrows Park in South El Monte California. On the morning of day two we assembled the group and took a nice group photo. Also, we had commemorative VSC 30 pins made for all the contestants and helpers.

The VSC team intends to continue running this event and encourages folks to join us as contestants, spectators and volunteers; Tucson is a great place to visit in March. Dates for the 31st Annual VSC are March 19-23, 2019.

CONTEST *Calendar*

AUGUST

August 4-5

North Georgia Sky Rebels

Etowah River Park, Brown Industrial Parkway,
Canton, GA, N34°24.245, W84°47.7
Saturday: Nostalgia 30 (Beginner, Int., Adv., Exp.),
Profile*, War Bird*, Old Time
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Doug Patterson, (225) 270-2181
jd3patterson@gmail.com
Assistant CD: Tom Dixon, (770) 714-3988

August 25-26

The 19th Annual 2018 FCM at AMA

Muncie Indiana
Saturday: Old Time, Classic and Profile
Saturday evening banquet 7:00pm
Please RSVP
Sunday: Precision Aerobatics (Beginner,
Int., Adv., Exp.)
CD: Alan Goff

August 11-12

Southern Ontario Control Line Championships
The Bean Field, 30167 Esterville Rd.,
Dresden, Ontario, N42° 37.533' W082° 08.639'
Saturday: Limited*
Sunday: Profile*, MAAC
<http://www.balsabeavers.com>

SEPTEMBER

September 15-16

Broken Arrow 31 Stunt and Scale Contest
Buder Park, 200 Valley Park Rd, Valley Park, MO
Take exit 272 north from I-44, turn right at Meramec St.
Saturday: Old Time, Profile*, Classic, Nostalgia 30
Sunday: Basic Flight (Junior-Senior)*,
Precision Aerobatics (Beginner, Intermediate, Adv., Expert)
CD: Steve Smith, steven.smith2112@gmail.com
<https://lafayetteesquadrillecl.wordpress.com/lafayette-esquadrille-cl/control-line-contest-st-louis/>

September 15-16

Cleveland Area Stunt Championship
Cuyahoga Co Fairgrounds,
19201 East Bagley Road, Middleburg Heights, OH
Saturday: Old Time, Classic, Nostalgia 30, ARF/ARC*, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: David Heinzman, (440) 734-6491, dheinz6746@cs.com

September 22

Balsa Beavers Anniversary Event
Centennial Park, Toronto, Ontario
Old Time, Limited*
<http://www.balsabeavers.com>

Continued on next page

CONTEST *Calendar*

OCTOBER

October 20-21

40th Golden State Stunt Championships
Madera Airport, Madera, CA, <http://g.co/maps/deq47>
Saturday: Old Time, Classic
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Brian Massey (559) 645.8018, bjmassey2@gmail.com
<http://www.californiacarclubs.com/gssc.htm>

October 20-21

Carolina Criterium
Waymer Field, 15401 Holbrooks Rd., Huntersville, NC.
Take exit 23 east from I-77, turn right on Old Statesville Rd.,
turn left on Holbrooks.
Saturday: Basic Flight*, Old Time, Nostalgia 30*, Profile*
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)
CD: Will Davis, (704) 860-1079, wilddavis@msn.com

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Warbirds of the North

Painting those Pesky "Round Airplanes"

**PART
3**

By Alan Resinger

I can still recall that day in September of 2016 when Chris and I were flying home from a day trip to Paul's stunt ranch just north of Spokane. The three of us had been talking about some design changes we were thinking about for the next season's build. All three of us were flying Paul's "Predator" design, although both Chris and I had made some changes with his "Defiant" and my "Divergent." The idea was to test some theories about in-line designs.

After a day of flying and testing we had convinced ourselves that the theory was worthwhile. On the trip home, Chris and I decided we would work our way toward full in-line by lowering the thrust line and stab centerline to be closer to the wing center line. The problem with the conventional stunt ship layout is that moving the motor that low on the fuselage makes for some strange looking side views.

We talked about this and thought that military fighters were the best option and we knew what Paul was planning for 2017 with his P-47. We also discussed full-sized racing airplanes. Paul's P-47 proved the concept, so during the 2017 season, both Chris and I started looking at designs that would fill our needs. He chose the Hellcat while I got to thinking about a Bearcat.

There have been lots of those built but none fit what I wanted. I decided to start with a plan that Pat Johnston had sent me the AutoCAD file for some years ago. I had to completely redo it as this was going to be electric instead of an IC powered model. I looked at all sorts of paint schemes, but then got to thinking about racing planes again. The 2013 version of the Rare Bear caught my eye with its white, yellow, orange and purple paint scheme. I figured I was up for a challenge, but I was not really prepared for this undertaking.

Painting and Planning

All my models are finished with aircraft dope. I've used it for 60 years, so why stop now. It is the lightest finish you can put on if you know what you are doing. With weight being the enemy of we PA flyers and not being concerned with making the airplane fuel proof, dope is the perfect choice. I use Randolph, Brodak, SIG and Certified brands of butyrate dope. The model is constructed with "contest" grade balsa. Open bay wings are covered with "Polyspan", from Tom Morris.

Sheeted areas on the wing, stab/elevators, flaps and the entire fuselage are covered with carbon veil applied with clear dope. As many as eight coats of clear are brushed on with sanding between some coats. Next, a filler of clear dope and talc is brushed on sheeted areas. Then, light coats of the same material is sprayed on the open bays of the wings. All this is carefully sanded. Now, we have a fully constructed model that looks and feels pretty good.

Let it set while we now have to do some planning. The Rare Bear presents some problems for simulating the color scheme. Of course, white dope is readily available. I use Randolph "New Insignia White" to which I add additional white pigment to the standard mix. Two tablespoons of addition pigment per quart helps with coverage. I never exceed this amount as adhesion problems usually result from overdoing it. Looking at lots of color pictures of the RB helped me determine that Brodak "Lemon Yellow and Cessna Orange" were a very close match. The purple fuselage color was going to be a challenge.

Not having anything close available, I started looking at automobile paint supply shops. Over the years, I have obtained pigments to mix with clear dope to make custom colors. I finally found a store that carried a lot of

Continued on next page

'House of Kolor' paints and found one that looked like a perfect match. The pictures of the RB show the purple color to be slightly metallic, so the one HOK color fit the bill perfectly. Then the bad news hit me that this particular paint could only be mixed as a urethane. The pigments will not mix with lacquer based paints. Back to the shop to contemplate. I decided to become the mad chemist as I've done before and mix some paint to obtain the correct color. I was actually very lucky and came up with the correct formula. Adding some metallic flakes gave me, what I think, is a perfect match.

I get a lot of questions about dope thinner. I used to use Randolph but about 5 years ago the price doubled overnight. \$43 a gallon is a lot when you use thinner like I do. This airplane alone has used about 3.5 gallons. Chris and I are lucky here in Western Canada as the brand of lacquer thinner Home Depot sells works perfectly with all the different brands of dope we use. I bought a gallon this morning with a total cost of just over \$25 Canadian. There is no way I would use it if it weren't totally consistent and compatible.

Looking at the Rare Bear with its distinctive paint scheme, we see fuselage side logos, racing numbers on the wing bottom and vertical tail, fade paint on the wings and stab/elevator and the three color checkerboard on the fuselage sides. This is going to be a challenge. As all this is to be painted on, making paint masks took additional time and effort.

Chris and I are lucky here in Western Canada as the brand of lacquer thinner Home Depot sells works perfectly with all different brands of dope we use.

About 5 years ago Chris and I went together and bought a vinyl cutter from US Cutter in Seattle. We use Corel Draw to turn raster files to vector format so that we can import them into the cutter. Some years ago, I was having some masks made at a sign shop. When I went to pick up the masks, they had been cut using a material that I was not familiar with. Using it, I found it superior in every way to materials I had used before. Masking material by Avery, Gerber were ok but this was much better. I passed the info onto others and we all agreed. MacTac makes what is referred to as MacMask. It is a greenish grey product that we buy in 24" by 50 yard rolls.

Some of the things I had to do were to make the large Rare Bear lettering on the wing bottom with AutoCAD. Basically, it is block lettering, but they didn't have anything available in any kind of font that fit what I wanted. The racing numbers were copied from bitmaps, traced in Corel and adjusted to the sizes needed. The checkerboard on the fuselage was especially problematic. I lost a lot of sleep trying to figure how to make a paint mask for it. Finally, I laid out the shape of the swooping pattern with narrow tape on one side.

I used tracing paper to make a pattern and from that made a thin cardboard pattern to be able to reproduce it on the opposite side. This was painted a base white color. Laying out the checkers required making a grid the length of the pattern. I then drew sloping parallel lines reducing the spacing as the pattern narrowed. I made a drawing of the swoop with the sloping lines then took a 1/4" square balsa piece and used it as a spline to divide the swoop into four sections.

This drawing was copied as a PDF, which was then imported into Corel where the sloped lines and the spline-drawn lines were traced. This grid pattern was sent to the cutter after making both a right and left-hand version. Planning the sequence of painting became important. I knew that if I painted the wings and tail first along with the lettering and such that went on them I could then mask off these areas and concentrate on the more difficult fuselage logos and such.

Equipment

I have about half a dozen or so different spray guns. These vary from airbrushes, which are important if you

Continued on next page

Continued from page 21

plan on painting elaborate schemes, but are useless for painting large areas. I also have some mini-sized gravity feed guns, which are good for trim areas. My gun of choice for large areas is a Devillbis detail/touch-up gun. This is from their starting line range of guns and is affordable at around \$120 –\$140. After getting one a couple of years ago I decided to get another so that I had one gun that I only use for clear coats. The gun had a good set of adjustments for our use and also enables me to use the Devillbis DeKups system of plastic disposable paint containers. I use the smallest

of these, which holds 9oz of paint.

A quick note on airbrushes: Chris Cox obtained an Iwata airbrush some years ago when he traded one of his old planes for some Iwata equipment. I borrowed it when I was doing the mural on my Crossfire with the polar bear on the vertical fin. I fell in love with it, but didn't want to spend \$200 for a unit that I had limited use for. When I started planning the paint scheme for the Rare Bear I did a little research and found a custom "real fire" flame painter online that sold airbrushing



(Left) Bearcat ready to receive its covering.

(Right) Iwata Airbrush



equipment. Lo and behold he sold a Royalmax unit that he said is made by the same manufacturer as the Iwata. For \$39.95 I figured it was worth a try. Comparing it to Chris' Iwata unit leads me to believe what he said. It works great.

Next we need to talk about masking tape. To do good paint work you need good tape. Tape designed for painting the walls in your house just doesn't cut it. You need two kinds of tape. First is crepe paper type masking tape. 3M 2727 is a good choice. Forget green or blue painter tape from Home Depot or Lowe's. I used the 3M stuff for years because it was not overly tacky as long as you pre-release it by putting onto a flat surface such as clean MDF fiberboard prior to putting it on the model. This reduces the tackiness enough to reduce the chance of lifting preceding coats of paint. For the past few years, due to difficulty in

getting 3M 2727, I started looking for a replacement.

There was a custom painter known as "Nubb" painting motorcycle parts on the old "Orange County Choppers" TV show. "Nubb Graphics" sells tape made by a German company with the name "Autographics". Their brown paper tape is the best stuff I have ever used. I gave some to Chris after I got it and he became an instant fan. They also make the other tape you really need. Vinyl plastic tape is used for the actual trim masking. I used to use 3M fine line tape in both the light green and the royal blue variety. The green was good for straight lines and the blue for curved lines. Autographics has 4 varieties that vary in flexibility. I use mostly the orange and the green in both 1/8" and 1/16" varieties depending on the project. The price of this tape is somewhat less than 3M tapes.

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(Top) Rare Bear is ready to fly.

(Bottom) A look at the battery compartment and accelerometer hatch.



Continued from page 22

Planning the Attack

I decided to paint the wings and tail first so that after putting on the base of very light grey I was able to paint the surfaces with Insignia White including added pigment. After the white, I mask off the large Rare Bear lettering. The inner and outer outlines of the lettering was then masked off. Next came the yellow coat which started at the fuselage and progressed toward the tip. The further toward the tip I went with color the more I reduced the amount of paint to the gun and the further from the surface I held the gun.

Next was the orange, which was done the same way. Now I removed the center parts of the letters, but kept the borders mask. Next the metallic purple was sprayed on the letters. Then I masked off the #77 racing number. I used purple first then, using vinyl 1/8" tape, I masked first the orange then the yellow border around the number. The wing bottom was now done. The top of the wing got a simple block style MAAC number that was simply just very thinned orange airbrushed to reduce it to almost a ghost type lettering.

Continued on next page

Continued from page 23

Next up were the racing numbers on the vertical tail. I had made masks that also had the outlines for the black border. I first painted the tail white to give the numbers the white they needed, then masked off the numbers. The white makes the yellow and orange stand out better than a base of grey. The fade was done the same as the wing except I went to an airbrush due to the smaller size. After that was done I masked off the painted part and did the black border.

The 'swoopy' design that goes from nose to tail was next and after getting it masked off I painted it white. The nose section was first with a mask of the checkerboard applied and yellow sprayed on. I now had a nice yellow and white checker pattern. A reverse mask was then applied covering the yellow was five rows shorter in length so that I could fade the three colors together. This was a tough project due to the length of the nose on this model. A shorter nose that would be more scale-like would have made it easier. While I was painting yellow and orange I also did the fade on the swoop between the flap area and the tail. This is where the Rare Bear logo would be located.

The swoop was masked along its upper edge from nose to tail and the top half of the fuselage was painted with my metallic purple color. The canopy had been painted silver and was masked to its final outlines. After that I did the reverse so that I could paint the lower part of the fuselage.

The logo was a real task, as it required three different masks. The first was the lettering which was painted light grey. Next, with the mask still on, I took some of my purple metallic color and added it to some white. I wanted just the slightest hint of purple. This was highly thinned and, with the airbrush, I freehanded

some thin lines from front to back and at the top of the letters.

These are barely visible but give the lettering a kind of metallic look. Next, I took the mask which had the black outline exposed and airbrushed the black followed by the next mask which allowed me to paint the red and yellow outline. With the trim on, it was time to start clear coating. Chris and I switched to Certified clear two years ago after I had a talk with Gordon Delaney when we were at the Golden State Stunt Contest.

I was complaining about how the clear on my planes was yellowing with age. The Certified solved the problem, plus it has the added benefit of being a harder finish which seems easier to buff out. I find that it usually takes anywhere from 3-5 coats to get the desired finish. Later coats in this schedule are usually thinned more to flow out better and make fine sanding easier. For buffing a dope finish, Chris and I have found the Novis #2 plastic polish to be ideal for our needs. I usually follow that buffing with some super fine polish from Griot's garage.

If you have any questions feel free to contact me. This model was a daunting project, but the effort was well worth the effort.

NOTE: In the last issue Chris Cox stated that Kaz Minato's Hellcat was a composite airplane. This is not the case. It is built from molded balsa.



DISTRICT

Reports

DISTRICT Reports

District 2

2018 is here! That starts a new year in Stunt. Many of us are probably building this year's ride or fixing up last year's ship. On the East coast, Winter is in full swing and it has been cold and even colder! There is not much flying, however the guys at Garden State Circle Burners had a fun fly as they do every New Year's Day, and from the reports I got it was COLD!!!

In my house, we have been busy building a few planes for the upcoming stunt season. I just started the finishing process on mine, which is my design High Voltage mk. 4. I have changed the design a little from last year's model with a higher aspect ratio and a

little smaller wing span in order to run a certain prop and still have battery left at the end of flight. My son, Joseph, is also building his own version of a High Voltage. We call it Medium Voltage; it features a foam wing, build up stab and elevator, molded top and bottom fuse. He is planning to use a Scorpion 3020 motor on 5S 2800mah battery with a Castle ice lite 50 on a Hubin FMg timer (my stuff of course). He hopes to be able to fly the whole pattern by this year's NATS. My second son, Steven, is working his new ride also. It is a copy of High Voltage only smaller so I think we are going to call it Low Voltage!!! He started it last year and has the wing and fuse completed. I hope it will



(Left) Steven Daly's low voltage parts. (Right) Steven sanding ribs for his fully sheeted wing using Bob Hunt Lost Foam.

be ready for the NATS. He is going to use the same power package as Joe is using. Jose Modesto has been busy over the winter too. He built an oval fuse Pattern Master. It looks nice and I can't wait to see it finished! I got a note from Pete Huff about flying in January, these guys are hard core flyers! If 20-degree weather and a few inches of snow doesn't stop them, what will??? Looks like those guys were having a great time! The AMA Expo east is here and as always, the GSCB were there promoting control line flying. They had a booth and were giving lessons all weekend long.

The instructor was a World and National Champion! Once again this year my Dad, two oldest sons, Will DeMauro, and I took a ride over the bridge to New Jersey to go to the show. We all have been going for the last few years together. It is a nice day out and it gets us thinking about the upcoming season. Speaking of the upcoming season, it looks like we have quite a few contests here in District 2 and again all I ask is that we support them, volunteer, compete, and have a good time! Please send me photos on what you are working on and flying!

DISTRICT Reports

District 4

Well, the weather finally cleared and we are ready to put in another season of missions. All surfaces checked, fuel lines checked, bolts tightened, controls checked – yep! We're ready for take-off!

Picture: "P-51B off on another mission..." goes here.
P-51B off on another mission – photo courtesy of Gerry Glier

In a recent posting on the two stunt forums I requested volunteers to help draw up plans and help get articles published in Stunt news. Why? Because I suspect there are still a lot of really great designs out there that have never been published. I'm guessing that part of the reason for this is that the designer does not have (or know anyone who has) the drawing or writing skills and recognizes that. I'm thinking that with a little help we could get these things written up and into Stunt News. Plus, if we had volunteers who could do CAD we could also offer laser-cut short kits of those designs and even go back and do other plans already offered by PAMPA.

As an example, I recently got an email from Bernie Trent forwarding a note and pictures he had gotten from Joe Eiben:

Hello guys,
Here is a model I built around a Brodak .40. Has about a 53" wingspan. I wanted to see if I could use I-beam construction on a semi-elliptical wing. I really like the wing shape. Since I use Mono-coat iron-on covering, I cover the fuselage, elevator/stab and rudder, assemble the components and then build the wing. You get a much better covering job that way.

75 years old in June and still building model planes... ain't life great.

Regards, Joe

I sent an email to Joe asking more about his plane and if he would mind me including it in the column. I heard back right away:

Hi Scott, great to hear from you.

Thanks for looking at my model. I just decided to take a break from my scale projects to put a stunt ship together. I wanted to try an elliptical style wing using I-Beam construction. So, I sat down and drew up this model around a .35-.40 motor.

I like building with an I-Beam wing because you can completely build and cover the fuse/stab/rudder without the wing in the way. All those components were covered with Mono-coat, then I added the wing as the pictures show. An added bonus is speed of construction - what you see is about 20 days work. (Of course, synthetic covering helps a lot too.) Wingspan is 52" and the moments are very close to a Nobler. I have a Brodak .40 in it so it is probably overpowered, but I like the way they run.

I got back into my scale planes, so I have not finished the model as of yet. I fly stunt to get a break from scale competition. So, I just like a model I design and build myself that is fun to fly....this should meet my requirements.

Thanks for asking to feature this in PAMPA's magazine. You honor me. Please feel free to put the plane in your column.

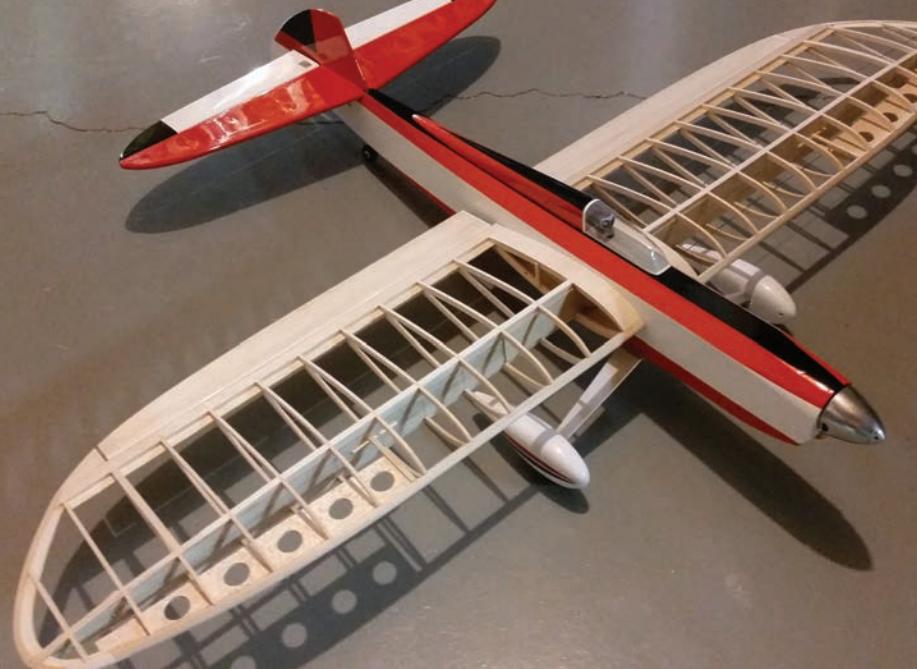
Your CL friend, Joe Eiben

I soon received a follow-up email from Joe:

From the emails Bernie has forwarded to me, I know your club is heavy into CL Stunt. Here are a couple of old school planes that fill out my stunt squadron. Maybe your club's members might get a kick out of these models.

The Mauler came together from an ARF Nobler wing and stab I had laying around. Their shape and color were perfect for this Navy aircraft from Martin. I cut a V-notch in the elevator for scale rudder clearance and was carefully able to cut through the wing sheeting and notch the ribs for a landing gear block. The fuselage was built from drawings and markings I found online. The pushrods are concealed in the profile fuselage. The engine is an OS .35 and the plane is 43oz.

Continued on page 29



(Top Left) Joe Eiben's elliptical winged stunt ship. (Top Right) Note the details of the wing leading edge.



(Middle Left) What a great use of a Nobler ARF wing: a Martin Mauler stunt ship! (Middle Right) Details of the gear installation that Joe did on the Nobler wing. (Bottom) Engine installation details of Joe's Mauler.



Photos by Joe Eiben

Flies like a Nobler, of course.

In another email Joe describes a third model that he designed and built:

This model was built in the early 1980's. I thought a flying stab was really cool and wanted to try one for the heck of it. The model features I-Beam construction, a 55" wingspan, is 594 sq. in. and uses an Enya .35 for power. Last year I converted it to electric power using a 2826 motor. Weight is 38 oz. plus battery.

For me, it is fun to fly and very smooth, but a little sensitive. I will move the lines a tad closer at the handle this year.

The stab is sheeted foam and 5/8" thick at the root chord. It rotates on a 1/4" dia. aluminum spar positioned at 25% back of LE at the root (5 1/2"). The attitude is changed by a yoke (or a forked) control horn acting on a 1/16" wire spar 1 1/8" aft of the rotational spar.

Bill Werwage and I were classmates in high school back in Berea, Ohio, a suburb of Cleveland. This was in '60 - '61. Bill picked up the I-beam technique from the Detroit stunt guys and I learned it from him (sworn to secrecy at that time..lol). While still in high school, Bill asked me to make the drawings of his Ares for Ambroid so they could produce the kits of his plane, which I did.....my 15 minutes of model aviation fame. I was promised a kit, but never got it. Oh well.

Regards, Joe

Joe noted: The stability on my flying stab comes from two points of contact: The rotation spar and then the actuation spar/horn.

Locally, Dave Reichard is making good progress on his Legacy 40. It will be LA-46 powered. Dave has been campaigning in Advanced with a Pathfinder and improving contest by contest. He's ready for a full-fuselage ship to get him to the next level. Here's his report:

"This is the Legacy 40 that I have been working on and I fully expect to have it at the field in the not too distant future. I'm working on the cowl right now and hope to finish shaping the nose soon. Still need to install the rudder, landing gear, fuel tank, etc., and then there is all of the covering to do, but the end is in sight! This will be my first attempt to install a canopy housing a pilot figure and simulated gauges. I hope to keep this plane from burrowing into the ground."

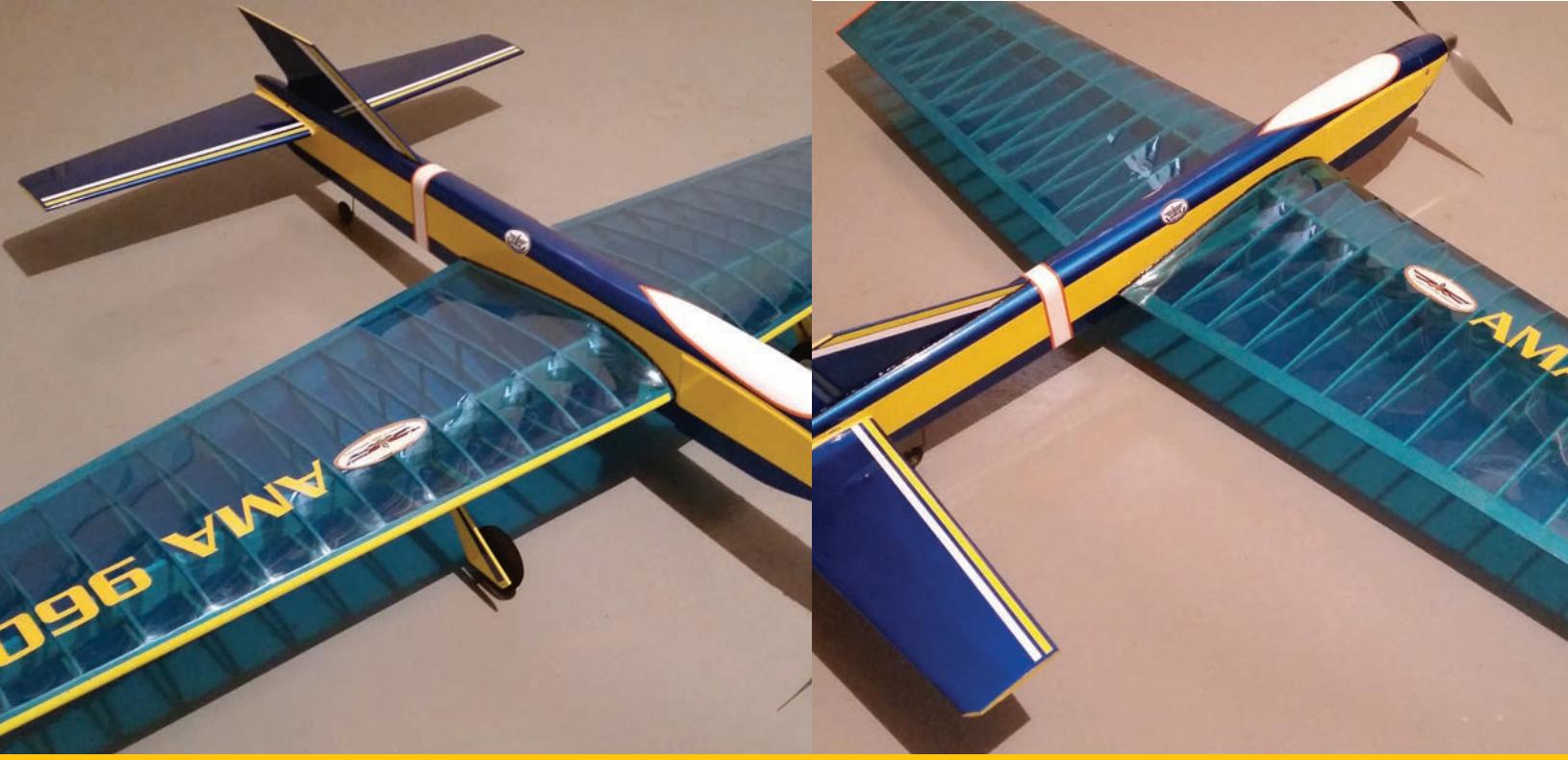
Mark Stockman is close to completion on his Sig SkyRay. Here he has just finished putting in the Aero-poxy Lite fillets.

Mark's Skyray displays excellent workmanship!

That's it for this report!

Scott

For me, it is fun to fly and very smooth, but a little sensitive. I will move the lines a tad closer at the handle this year. -Joe Eiben



(Left) Joe Eiben's "Pivot" (Right) Pivot (Bottom Left) Close up of the Pivot stab. (Photos courtesy of Joe Eiben)

(Bottom Left) Dave Reichard's Legacy 40 looking good! (Photo courtesy of Dave Reichard)

(Bottom Right) Looks like we have finished the fillets and the box of cookies. (Photo courtesy of Mark Stockman)



DISTRICT Reports

District 6

It is the first week of January as I prepare this column for *Stunt News*. It's been cold and snowy the last few weeks, so building session is in high gear for most of District 6. No flying activities have been reported to me, so let's take a look back at last summer.

I was unable to attend the annual WKSI, Western Kentucky Southern Illinois, also known as the Allen Brickhaus Memorial Stunt Contest, in Paducah, KY; however James Mills participated and sent me this fine report.

Allen Brickhaus Memorial Stunt Contest, August 19-20, 2017

The annual contest held in Paducah, KY is one that is so enjoyable; I already have the weekend scheduled for 2018 and 2019. Charlie Reeves and Jim Lynch have done an admirable and awesome job of ensuring that Allen's contest does not fade into stunt history.

The festivities begin on Friday. Charlie and Jim work very hard, with a lot of support from the RC club Paducah Aero Modelers. The field is available for practice and usually there are a lot of pilots taking advantage of the opportunity. Friday evening, Charlie and his bride Mrs. Nancy open their beautiful home to everyone for a great meal. If you leave hungry it's your own fault. (Or you're a teenager with hollow legs... guess how I know). Unfortunately, I started a new position with a different school this year and was not able to attend the Friday night party; however I hope to remedy this next year.

Saturday is a busy day of flying that includes Profile, Classic/Nostalgia 30, Old Time, Basic and Beginner. Many pilots will bring one or two airplanes that can fly multiple events. As a contestant you pay one entry fee and have the choice to fly as many events as you like. While pilots are moving from one event to the next, the club has volunteers who provide a fantastic lunch that has included cat fish, fries, burgers, hot dogs, chips, and drinks.

The only charge for the meal is a donation bucket on the table left to the discretion of the pilot. We all appreciated the dedication of the club members who stood over the hot grill in the August heat so we could eat on site and continue with our fun.

I missed the Saturday portion due to the before mentioned work conflict. Profile had 10 flyers. The top 3 pilots were Joe Gilbert with his LA 46 powered Ringmaster 575, Eric Taylor with his LA 46 TEOSAWKI, and Joe Bowman with his DS 60 powered Curtiss Helldiver designed by Don Hutchinson.

Nostalgia 30 also had 10 pilots. Joe Gilbert took 1st place with his Brodak 25 powered Ringmaster, Mike Waldron came in 2nd place with his E-Flite 25 powered Cavalier, and Tom Dixon took 3rd place with his DS 54 powered Van Loo Chipmunk.

Old Time had 4 pilots. 1st place was Joe Gilbert with his Brodak 25 powered Ringmaster, 2nd place was Jim Lee with a Fox 59 powered Humongous, and Robert (Bob) Brookins came in 3rd place with a Tower 46 powered Humongous.

Sam Londke was our only pilot flying Basic. Sam has improved a great deal. Mike, he's going to be taller than you before you know it. (I know what that is like, by the way.)

The Sunday Intermediate, Advanced, and Expert classes finished out the contest. Intermediate was flown on one circle while Advanced and Expert were flown on another. The Intermediate class had 3 pilots with Leroy Polk flying his LA 46 Time Machine in 1st place, Don Shackleton in 2nd place with a Tower 40 powered Banshee, and Ben Mills in 3rd with a Rocket Exceed Cardinal.

Advanced saw 7 pilots compete with Don Jenkins in 1st place with his Stalker 61 powered Vertigo, Ronnie Thompson in 2nd with a Cavalier 650 powered by a ST 51, and Ron Waldon in 3rd with Pathfinder SV-11 powered by an E-flite 32.

Continued on page 33



(Left) Waiting in the Friday evening chow line at Nancy and Charlie Reeves' home. (Right) Dinner on the back deck. (Middle Left) Profile winners, Eric Taylor, Joe Gilbert and Joe Bowman. (Middle Right) Nostalgia 30 winners, Mike Waldron, Joe Gilbert and Tom Dixon. Tom also received the Nostalgia 30 Concours award for his Chimpunk. (Photos courtesy of Sherry Stuart)

(Bottom Left) James Mills and Kathy Brickhaus with James' Triumph. The Triumph was the late Allen Brickhaus last design. (Bottom Right) (Photo courtesy of James Mills) (Bottom Right) Paul Taylor receiving his "BARF," Best ARF award from Jim Lynch. (Photo courtesy of the Stuarts)



Expert had the largest contingent with 14 contestants. Kenny Stevens took the top spot with his Plet 25-14 powered SV powered 22. Joe Gilbert finished in 2nd place (he was busy) with his LA 46 powered Ringmaster. Mike Waldron finished in 3rd place with his E-flite powered SV-11.

While there is no BOM rule, a Concours award is presented to pilots who are the builders of their models. These are voted by the pilots. This year's Concours winners were Tom Dixon in Nostalgia 30 for his Van Loo Chipmunk, Jim Lee in OTS with his Humongous, and in PAMPA Don Jenkins with his Vertigo. Paul Taylor won the best ARF (BARF) award, highest placing ARF, for his Nobler. Joe Bowman was awarded the Best Warbird for his Curtiss Helldiver.

This contest attracts pilots from several states and districts, so if you can make the time, this is one contest that you will be happy you attended. Hope to see you there next August.

James Mills

Thank you for a great report James. I can attest to James' comments about this being a great contest to attend. Hopefully, I can make it in 2018 and once again participate in a great and very well run contest. Hope you can make it as well. It's a great one. Don't miss it.

I am running a little short on input for this issue, so I will leave you with this tip I learned while talking with Wesley Dick about adjusting the C/G on our planes.

Tip of the month: Recently, I was talking with Wesley Dick about adding nose weight to one of my planes and the difficulty I had finding space to add the weight. Wes passed on a great tip to me as to how he added nose weight on a plane he had the same problem with; no space for the weight.

He obtained a large flat washer with a center hole large enough to fit over the drive washer in his engine from the hardware store. One can make the hole larger if need be, as well. He then mounted the washer to the nose ring on his plane, filed, sanded, etc., to the fuselage and then touched up the paint. That's pretty slick.

One can do this before or after the plane is finished if nose weight is required. Holes can be drilled in the washer to adjust the weight if it is a bit too heavy. Multiple washers can be used if you need more weight. If before being finished, it's easy enough to do. Attach to the nose ring, contour, and finish as if it weren't there. Adjust the engine location during the build as required for spinner backplate clearance. If your engine is already mounted and the spinner backplate to nose ring clearance has already been established, you can insert a shim, equal to the washer thickness, between the backplate on the spinner and drive washer on the engine to regain the clearance.

If after the plane is finished and flying indicates nose weight is needed, mount the washer and refinish as required. Then, add a shim as described above. Good luck with your next plane and balancing efforts.

That's it for this issue, so don't forget to purchase your PAMPA hat and shirt from PAMPA Products. Let's help keep PAMPA financially sound. Thanks.

As a reminder, please send me items, tips, hints, stories, what you are building or flying, etc. to include in your column. It is greatly needed and appreciated. My contact info is in the PAMPA Trustees page towards the front of this newsletter. Thanks.

Until next issue, Build straight, light, and fly stunt;
Larry

DISTRICT Reports

District 8

It is now late April and contest season is fast approaching. VSC has come and gone and district VIII was well represented. Frank McMillian flew in OTS Ignition, and Super 70s. Frank flew very well and scored the victory in Ignition flying a Yates Madman and came in second in Super 70s behind Bob McDonald with his pretty Martin Baker MB-5.

Dale Gleason flew in Old Time Stunt and Classic. Dale flew a Thunderbird built by Don Hutchinson and was awarded the best Bob Palmer design. Tim Tipton flew his very pretty Vulcan in Classic. Tim's airplane is covered completely in mono-coat and looks more like paint than iron on covering.

Joe Gilbert flew in OTS and in Classic with a Ringmaster. Joe took the victory in both Old Time and Classic flying the Ringmaster. I have seen Joe fly some very impressive patterns with his Ringmaster over the last two years and I am not surprised to see Joe post a score of 600 with the airplane. He has the airplane trimmed perfectly, flying Combat like corners and tracking like it's on rails.

With Joe's victories in Old Time and Classic, he was presented the VSC Eagle Award for having the highest total points in Classic or Super 70s, and Old Time or Ignition. Congrats Joe!

Mark Troutman has been a building machine lately. In addition to the three airplanes he was finishing up earlier this year, he has also framed up a PT-19 from a Walter Umland kit. He hopes to have it finished by the end of May, powered by an LA 46 and finished in

Brodak dope and silkspan.

Mike Scott sent me a couple pictures of his new electric airplane under construction. The wings are covered with Japanese tissue and polyspan on the wingtips. I also received a picture from Mike of Chris Belcher's new Legacy 40 in primer. Both airplanes look excellent and I'm looking forward to seeing them later on this year at events around the area.

I have started the finishing process on my new SV-11. Progress has been slow, but steady. I'm not sure when I'll get to finish the airplane, but I'm hoping it'll be the contest airplane for next year. In the meantime, I have also been working on a Don Hutchinson SBD Dauntless profile.

I got the plans when I won a contest in Dallas in September of 2016 and it took me from that time until now to figure out how to build a polyhedral wing. I ended up making a jig and built the wing in three separate sections. Once each panel was framed up, I simply butted up each of the outer panels to the center section and glued the spars to each other. After that, I will add doublers to the spars and move forward on wing construction.

That's it for this issue. The spring El Dorado contest is fast approaching, as well as Brodak's. I am hoping to attend both this year and will provide a report in the next issue.

Matt Colan



DISTRICT Reports

District 10

The Las Vega Circle Burners

The Las Vega Circle Burners will be holding a stunt contest November 10-11, 2018 at Bennett RC Airfield, 6800 E. Russell Rd. in Las Vegas. Saturday will feature OTS, Classic, and Beginner and Intermediate Stunt. Sunday will have Profile, Advanced and Expert. They plan to have the field available for practice on Friday. Please contact the CD Dane Martin for more information. Treasurerdane1@gmail.com, or call him at (702) 354-0828

Angelo Smythe TEOSAWKI

Angelo Smythe of Hereford, AZ (near Sierra Vista) recently completed his first plans built model, a TEOSAWKI. The model was designed by Clayton Smith and is an acronym for The End Of Stunt As We Know It.

The design appears to capture the simplicity and functionality of a slow combat model, with aerodynamics and a power train that make for a good stunter. The result is a robust, easy to build and maintain model that will fly very well. This non-flapped airplane features a 55 inch wingspan, 35 inch length, 635 sq. inch wing area. Power train is a stock OS 46 LA with stock expansion chamber muffler, APC 11x5 propeller, and a 5 oz. uniflow fuel tank. The airplane has a wingtip weight box, adjustable lead out guide and a carbon fiber pushrod.

(Left) Angelo Smythe's new TEOSAWKI, Angelo does a great job with Monokote.

(Right) Side view of Angelo Smythe's new TEOSAWKI. (Photos by Smythe)

Angelo's airplane finished at 40.0 oz., ready to fuel and fly. He used a used half-round carbon fiber rod at the trailing edge of the wings to help keep it rigid and help avoid warps. All balsa was 7-9lb density. And of course, Monokote finish. First flight was reported to be successful.

Bob Palmer Memorial Stunt Contest

The Annual Bob Palmer were held on April 28 and 29 at Whittier Narrows Park in South El Monte, Ca. Joel Chesler served as the CD. The contest results and lists of volunteer workers ought to be available elsewhere in Stunt News or on the PAMPA web site. There were stunt flyers from California and Arizona.

We enjoyed beautiful weather, with calm air in the mornings and comfortable temperatures all day long. It got breezy and turbulent after about 11:30 both days. Diane Chesler served everybody a free lunch on Saturday. Yummy chili and hot dogs plus chips and drinks. Thank you Diane. As always, another was the Saturday evening open house at Warren Walkers Man Cave. Warren's hospitality is 2nd to none; everybody was well fed and enjoyed the evening immensely. My traveling partner Lou Wolgast won the over Palmer Award by placing 1st on both OTS and Classic. We could barely fit the trophy and its case in the van.





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